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MAY 29 1950

MEMORANDUM FOR: Chief of Staff, U. S. Air Force

Attn: Colonel G. L. Grever, Chief, Psychological Warfare Division, AFOWD, USAF, Washington, D.C.

VIA: The Director, Joint Subsidiary Plans Division, Joint Chiefs of Staff.

SUBJECT: OGC/CIA Requirements for Air Support.

REFERENCE: AFOWD/CIA Memorandum of 26 October 1949 to Chief of Staff, U.S. Air Force, Top Secret #95142.

1. The Reference memorandum which was approved on or about 29 October 1949 by General Samuel Anderson, Director of Operations, requested that certain equipment, services, and personnel be made available by the U. S. Air Force to OGC/CIA for a period of indefinite duration. OGC's plans have now progressed to a degree which permits a definite schedule to be drawn for the delivery of the approved equipment. Certain additional requirements are included herewith for your consideration and approval:

a. The two aircraft requested in Para. 1, a. of the Reference memorandum should be scheduled to arrive at the MATS Station, Hatzani Air Field, Athens, Greece on or about 1 August 1950. As requested, it is desired that these be supplied complete with operational air crews since the air missions contemplated will require no over-flying of any unauthorized area and do not necessitate the recruitment of foreign air crews by OGC. OGC plans to furnish two German specialists who will proceed to Germany on 1 July to operate under Air Force cover as members of the air crew of each of the above planes. These men will also supervise the installation of certain specialized communications equipment in each of the aircraft prior to their movement to Greece. It is desired that the special equipment be installed at an Air Force facility in Germany and it is requested that you designate the air field in Germany to which the aircraft can be flown for the completion of the special installation. The use of technical and shop facilities at the designated air base is also requested. It is recommended that the aircraft be made available at the designated base on or about 1 July 1950.

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b. The aircraft requested in Para. 1.b. of the Reference memorandum and originally required to proceed to Rhodes Field should, instead, arrive at a secure Greek military air field on 1 August 1950, complete with the entire fuel tank and station line jump equipment installed. OPC will advise the exact air field selected in Greece when negotiations have been completed with the Greek Government. This aircraft should be ferried from the base at which it is procured to the air field in Greece by Air Force crews preferably not to be made up of local MATS or Air Force-Greece personnel. It would be preferable for the plane to be ferried from the point of origin to the destination in two stages by two different crews. All U.S. meetings on this aircraft will be deleted upon its arrival at the assembly base and after the Air Force crew has departed. There will be no contact between the foreign crew to be supplied by OPC and the Air Force ferry crew. The Royal Hellenic Air Force will be requested by OPC to maintain this plane and it is presently not contemplated that any services or material will be required of U.S. Air Force sources in Greece.

c. The following additional services and personnel to support this OPC operation are now requested in the light of recent operational developments:

(1) Authority is requested for the OPC [ ] periodically to request MATS aircraft to be made available for ferrying OPC combat personnel from a collection point in Germany to the assembly base in Greece. One or two trips per month is presently envisaged. Such ferrying operation preferably should be arranged between MATS-Greece and MATS-Germany without reference to Washington. Ferry crews should not be local MATS-Greece personnel. No other passengers, whether civilian or military, should be carried on these flights.

(2) It is requested that the Air Force make available the services of two officers on a temporary duty basis, probably of a year's duration, to act as Air Operations officers on OPC Field Operational Headquarters staff. These officers should have had actual experience as a squadron or group operations level in troop-carrier/airborne drop operations. It is recommended that one of these officers be detailed to duty either with MATS or U.S. Air Group-Greece on or about 15 July 1950, pending collection of the assembly base. It is recommended that the other officer be detailed to duty at the base in Germany at which the drop aircraft is to be prepared on or about 1 July. This officer should be charged with overseeing the installation of the jump equipment and should proceed to Greece with the drop aircraft.

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(3) It is requested that appropriate Air Force personnel in Greece be advised that they will be approached by the OPC ☐ and their cooperation solicited.

(4) Arrangements are requested for authorization to be secured for OPC to send an operational air crew to a designated Air Force facility either in this country or in Germany for instruction and flight check in C-47 aircraft and drop procedures. In the field, this crew will be briefed before each drop mission by the Operations Officers requested above but the latter will not be identified to the OPC crew as Air Force officers.

2. This office stands ready to formulate the arrangements on reimbursement in accordance with any method suitable to your Headquarters.

FRANK G. NIERER  
Assistant Director for  
Policy Coordination

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